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- As of 20 April 1948, railway traffic had been resumed between Tungliao (122-14, 43-38) and Chengchiatun (123-30, 43-30). Various types of military foodstuffs were being shipped to Chinese Communist troops in the front lines from Keshan (克山) and Pingan (平安). Staple crops in Tungliao Hsien have been bad this year and there is a scarcity of foodstuffs in the area, although in the past the Tungliao region was known as a granary; however, the food situation in Darhan Banner (Khorchin Left Flank Center Banner 123-24, 43-55), which is north of Tungliao, is very good.
- During May 1948 the railroad from Tungliao to Changwu was repaired by the Chinese Communists. Chinese Communist military leaders in the area claimed that "Our troops and supplies in the Liaopei (Liaoyuan-Feichen) District will be transported on this railway for an attack of Chinchou."
- By the end of May 1948 the Chinese Communists had repaired the automobile road from Yehpaishou (119-37, 41-23) to Suichung (120-19, 40-21). Chinese Communist officials in the area stated that this road "will be important when we attack Chinchou and when the communications between Shanhaikuan (119-44, 40-00) and Chinchou are disrupted."
- As of May 1948, the following railroads had been recovered and repaired by the Chinese Communists but the traffic on these rail lines is unknown:
Harbin-Kirin-Meihokou (125-41, 42-32)--this railroad was open for traffic one week after the Chinese Nationalists abandoned Kirin.
Saupingchieh (124-22, 43-11)-Hsian (125-09, 42-54)-Meihokou--open for traffic one week after the Chinese Nationalists abandoned Saupingchieh.
Meihokou-Tunghua (125-57, 41-43)-Linchiang (126-54, 41-49).
- Traffic on other rail lines in the area as of 1 June 1948 was as follows:
Arshang (120-17, 47-12)-Paichengtzu (122-52, 45-37): 1 mixed passenger-freight train daily.
Paichengtzu-Talai (124-22, 45-25)-Chienkuochi (124-48, 45-15): 1 mixed passenger-freight train daily.

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Wangyehmiao (122-01, 46-05)-Paichengtzu: a few trains daily
Tsitsihar (123-57, 47-22)-Paichengtzu: 3 trains daily
Paichengtzu-Wohutun (?Wohushan 123-34, 43-42): 3 trains daily; Wohutun is the first station from Liaoyuan going in the direction of Paichengtzu and is situated about five miles north of the large bridge which spans the Liao River as it flows north of Liaoyuan. This small station is probably being used as the end of the line because the Liao River bridge, which is approximately 800 meters long, has been damaged.

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